FROM OTHER LANDS.

An Official Mexican Statement Concerning Her English Debt Negotiations.

John Bull Hobnobbing with De Lesseps Over the Suez Canal.

France Accused of Sinister Designs Against the German Crown Prince.

France Wants a Bit of Indemnity from Hayti-International Billiards.

CITY ON MEXICO, Nov. 14.-Interviews with high officials develop the following facts regarding the English debt: Mexico acknowledges an indebtedness, principal and interest, of £16,000,000. Last April a private agent of Mexico, without full authority, made an agreement with the bondholders by which Mexico was to replace the outstanding bonds with a new issue for £30,000,000 at 3 per cent. interest. The additional £4,000,000 was for the purpose of paying the first year's interest and reimbursing the expenses of the bondholders' committee. Subsequently congress authorized the president to settle the debt on the given basis. When the text of the agreement arrived from London the president refused to approve the additional £4,000,000. Negotiations for a new agreement were then begen out failed. Two weeks ago the president instructed Carlos Rivas, the Mexican agent in London, to offer £18,000,000 in bonds instead of £20,000,000. The offer was refused. Rivas was instructed last week to suspend negotia-tions. The government is auxious to settle, but considers the demand of the bondholders

considers the demand of the bondholders exhoroitant.

London, Nov. 14.—A Paris dispatch to Reuter's Telegram company says that it is understood that Marquis Tseng has returned to Paris because that city is more convenient in which to carry on the negotiations with France, and not on account of any fresh incident that has arisen between China and

A Paris correspondent says that the Marquis
Tseng will meet Premier Ferry Thursday.
A German squarron has arrived at Genoa
to escort the German crown prince to Spain.
A correspondent of the Cologne Gazette, referring to hostile articles of the French press in regard to the German crown prince's projected visit to Spain, especially alludes to an article of the Paris Nationaie, which, he says, is pianly intended to incite the Spainsh republicans to commit an act of revolt as an answer to Spain's reception of the German rown prince. crown prince. The correspondent adds that money has been sent to Barcelona from France with this object.

A banquet was given here this even-ing by the Trinity house corporation. The Right Hon. Joseph Chamberlain, presi-dent of the board of trade, in a speech, urged the necessity of measures to prevent the great annual loss of life and property in the British pure public waring saving. the British mercantile marine service. He heartily welcomed M. De Lesseps. Sir Charles Tupper, high commissioner for Canada, responded to a toast to the visitors, and paid a high tribute to the Marquis of Lorne for the manner in which he had performed the duties of governor general of Canada.

M. de Lesseps made a speech in which he

M. de Lesseps made a speech, in which he emphasized the conciliatory disposition with which he had come to England He said there ought to be no difficulty in arriving at a fair settlement of the Suez canal question. It is understood that the opening of the trial of O Donnell has been fixed for the

wenty-third instant.
The statement that a deputation from King

Allonso's Unian regiment would accompany the crown prince to Spain is not true. PARIS, Nov. 14.—The Liberte says the nego-tiations between France and China on the Tonquin question are likely to be resumed upon a basis which will allow China to retain A dispatch from Tamative says the French

have declined proposals brought here by two Malagassy officials for a compromise of the pending difficulties baefer and Vignaux are practicing daily

Schaefer and Vignaux are practicing daily for their championship game of billiards which is to begin on the twenty-sixth instant and continue five nights. Both men appear to be in excellent form, especially Schaefer. They will play the balk line game, 600 points a night. The stake is £2,000. The American break is forbidden.

The Marquis Tseng to-day attended the receition at the ministry of foreign affairs.

Premier Ferry has written a letter to the leputy for the French West Indies, stating that the French charge d affaires at Port au Prince has been instructed to insist upon the

Prince has been instructed to insist upon the payment of indemnity by the Haytien gov-ernment to Frenchmen who may have suf-fered loss during the revolt, and to take steps to ascertain the extent to which property has been damaged. The French cruiser Minerve will vis.t Port au Prince and Cape Haytien, and the French government will do its utmost to protect Frenchmen in Hayti.

BERLIN, Nov. 14.—The National Zeitung says M. de Girrs averaged waven friendship for

M. de Giers expressed warm friendship for Germany and d clared that he stopped at Berlin by the wish of the czar that he might convey to the emperor and Prince Bismarck
the expression of Russia's friendly feelings
toward Germany.
MADRID, Nov. 14.—An aid-de-camp of
King Alfonso has left for Berlin with a re-

ply to Emperor William's autograph letter, announcing the proposed visit of the Crown Prince Frederick William.

The Official Gazette to-day publishes President Grevy's apology to King Alfonso for the

BELGRADE, Nov. 14 .- The royalist troops have everywhere been victorious against the insurgents. Gen. Nicolic has subjected all the places declared in a state of siege.

Pittsburg Labor Troubles.

PITTSBUBG, Nov. 14.-The strike of the window glass workers is about two months old, and from outward appearances a settlement is as far off as when the strike was inaugurated. The talk of dissension among the strikers is emphatically denied by the officials of the workmen, who assert that the inner workings of the association are entirely harmonious, and that, financially, the men are in better condition than on the first day of the strike, as the eastern workers have recorded liberally. The stockers have responded liberally. The stocks in warehouses are getting very low, and manu-facturers are importing French glass rather than to submit to the demands of the strikers.

The officials of the Miners' association, in an open letter, invite the coal operators of the four river pools to meet them next Friday for the purpose of appointing a board of arbi-fration with power to settle all disputes. The letter says that the miners are ready and willing to meet the operators half way, and suggests that the latter interest themselves in the readjustment of the prices for mining.

Mrs. Garrett Dying.

BALTIMORE, Nov. 14.—The condition of Mrs. John W. Garrett remains unchanged up to a late hour to-night. She has been continuously unconscious, seeming at times to partially rally, but sinking again into a comatese condition. Her physicians have no hopes for her recovery. This is the third driving accident that has happened to her within the last year. About nine months ago Mrs. Garrett's team was startled by a railway carriage on Eastern avenue. About three mun ha ago the horses attached to Mrs. Garrett's carriage ran away in the city and partially rally, but sinking again into a coma-tose condition. Her physiciaus have no hopes

were stopped. Mrs. Garrett was uninjured. Soon after her return from Europe, Mrs. Garrett, while being driven to her home in the suburbs, was thrown from her carriage and dangerously injured. Her condition is regarded to night as critical. President John W. Garrett, Mr. Robert Garrett, and others of the family are at the bedside of the dying woman. At midnight her condition was unchanged. woman. changed.

A DIFFERENCE IN VIEWS.

Wherein Mr. Randall Fails to Coincide

With the Views of Mr. Carlisle. PHILADELPHIA, Nov. 14 .- A Times reported found ex-Speaker Randall at his country home at Berwyn to-day resting from his campaign labors, and leisurely preparing for the where he will go on Saturday,
"Did you see Mr. Carlisle's claim?" Mr.
Randall was asked.
"I did."
"What do you think the seed of the seed transfer of his headquarters to Washington,

"What do you think of it?"
"He is over sanguine. The recent elections have not strengthened his canvass, but have much strengthened mine. "What have you to say as to your own ex-

"I have to say that my estimates differ from his. He concedes me sixty votes. I believe I shall have eighty-five to ninety on the first ballet and a nomination on the second, produced by large accessions from New York and from other quarters of members who will vote for Mr. Cox on the first ballot as a compli-

ment."

"How do you divide the votes remaining between candidates in opposition to you?"

"That somewhat depends whether Mr. Springer is or is not a candidate. If a candidate he may have ten votes—not over. Between Mr. Carlisle and Mr. Cox, the former has what is equivalent to three out of every four."

"Will the session be a long or a short one?"
"It ought to close on May 1, or sooner, and let the business of the country be secure from agitation and doubt."
"Will the tariff be agitated?"

"I prefer to express no opinion now as to the details of the legislation that is probable."

TWO MEN BLOWN TO PIECES. Fatal Explosion in a Pennsylvania

Mine. Special Dispatch.

POTTSVILLE, PA., Nov. 14,-A terrible explosion of sulphur occurred to-day at Eagle Hill colliery, operated by the Philadelphia and Reading Coal and Iron company. Robert Kennedy and Michael Keny, Robert Kennedy and Michael Keily, miners, were instantly killed, and Edward Keating. a door boy, was fatally injured. The first two worked abreast in partnerships and had prepared to blist when Kelly lighted a fuse, and they returned to a place of apparent safety. A few seconds later the sulphur fired and exploded. The whole neighborhood was shaken by the intensity of the shock. The bodies of the men were found fifty yards away, and were terribly mangled.

Seven Thousand Bales of Cotton Burned

Special Disparen.
NORFOLK, VA., Nov. 14.—At 11 a. m. to-day sparks from a tinner's furnace set on fire a lot of cotton on the wharf of the Norfolk and Western railway. A fresh breeze was blowing at the time from the southwest, and the flames spread to warehouse No. 2, which was soon enveloped in flames, and despite the efforts of the fire departments from this city and Portsmouth 7,000 bales of cotton were destroyed. A large number of cars loaded with freight, and the full contents of the warehouse were burned. The loss is variously estimated at from \$400,000 to \$600,000.

By Associated Press. Norfolk, Va., Nov. 14.—Four thousand bales of the cotton burned were consigned to the Merchants and Miners' Transportation company, and the bulk of it was to have been shipped to Boston to-morrow by the steamer Berkshire. The steamer Gaston, from Baltimore, had just unloaded a large quantity of freight for the Virginia, Tennessee and Georgia Air Line which was all consumed by leorgia Air Line, which was all consumed by

the flames.
A large lot of Peruvian guano was stored in one of the warehouses for shipment by the same line, and that, with a large quantity of walnut lumber and all other freight in both warehouses and on the wharves, was de

Hundreds of bales of cotton and boxes of miscellaneous freight floated down the river and were carried out with the tide. The water front was lined with tugboats helping to subdue the conflagration, which at on to subdue the configration, which at one time threatened to destroy everything in that part of the city. Two frame buildings, half a mile off, in the suburbs, in the direction of the wind, were burned. Several men were painfully, but not dangerously injured. The cause of the fire is unknown. stated that the loss will not exceed, all told,

The Fire Record.

DULUTH, MINN., Nov. 14.—Eight buildings were burned this morning in Minnesota Point, including the store room and ware house of A. McLean & Co., and the new resi dence of Capt. James Lloyd. The others were saloon buildings or small residences Robert Kennedy was burned to death. Jas. Herbert escaped by jumping. A. McLean & Co. lose \$25,000. Total loss about \$50,000.

Co. lose \$25,000. Total loss about \$50,000.
SHELBYVILLE, IND., Nov. 14.—A business block on Harrison street, including the business establishments of John Hardeback, Hoban & Major, S. L. Dorsey, Griffin & Hardeback, and others, was destroyed by fire this morning. The fire is supposed to be of incendiary origin. The loss is \$15,000; insurance, \$6,000.

CEDAR RAPIDS, IOWA, Nov. 14 .- A fire in Iowa City yesterday destroyed the Tremont house and stables, a saloon, millinery store, and blacksmith shop. Loss, \$20,000, with small insurance. The fire was due to an in-

CHESTER, PA., Nov. 14.-The cotton and

CHESTER, PA., Nov. 14.—The cotton and woolen mill of the Lilley & Son Manufacturing company, of this city, was partially destroyed by fire to-day. Loss, \$15,000; partially covered by insurance.

BALTIMORE, Nov. 14.—A fire to-night damaged the packing box factory and saw mill of Asendorf & Dreyer, at Lombard and Concord streets, about \$8,000. The loss is fully covered by insurance in out-of-town companies. ered by insurance in out-of-town companies Boston, Nov. 14.- The barn, shed, and en gine house of the Ponemah mills, at Taft ville, were burned to-night. Loss from \$15,-000 to \$20,000.

Rates to California.

CHICAGO, Nov. 14 .- The Transcontinental Railway association passenger represntattives met here to-day and adopted rates from Missouri river points to San Francisco as follows: First class, \$95; second class, \$75; emigrant, \$45; theatrical, \$75. A proposition was pre-\$45; theatrical, \$75. A proposition was pre-sented to make the fare from Chicago to San Francisco \$103.50, from St. Louis to San Francisco \$100, and from Chicago or St. Louis to Portland, Oreg., \$103.50.

MINOR CABLE FLASHES.

The tunnel through the Ariberg in the Rhastian lps has been completed. From Berlin it is reported that the difficulty be-ween itsissia and Bulgaria has been settled by mutual concessions.

Mr. Heary Chaplin, M. P., proposes to continue his off sits to secure the restriction of the importa-tion of American cattle into England.

THE SOUTHERN METHODISTS. One Hundred and First Annual Confer-

ence of Virginia-Book Concern Statis-Special Diepatch.
RICHMOND, VA., Nov. 14.—The one hun-

dred and first annual conference of Virginia of the Methodist Episcopal Church South convened in this city this morning at 9

Rev. Paul Whitehead was elected secretary, and Revs. P. A. Peterson, S. S. Lambeth, and G. C. Vanderslice assistant secretaries. Mr. Whitehead offered the following resolu-

tions, which were adopted:
That the rule of this conference providing for the appointment of standing committees be rescinded, except as to the committee on publishing interest.

publishing interest.

That in pursuance of the provisions of the discipline of 1882, there shall be appointed by the conference, on nomination of the presiding elders, on the last day of the sesschool board of education and a Sunday school board, to consist each of one clerical and one lay member for each presiding elder's district, which board shall act as a committee on these subjects respectively, and hold office till the close of the next conference.

till the close of the next conference.

The conference elected the following committee on publishing interest: Clerical—W. E. Payne, J. L. Spencer, T. McN. Simpson, W. O. Waggener, J. C. Reed, J. F. Twitty, J. E. Deshaso, T. H. Boggs, J. W. Heldness, J. C. Walton. Lay—D. L. Smith, W. W. Berry, W. A. Smith, B. J. Seymour, J. W. Bradbury, H. A. Morgan, S. N. Brickhouse, W. W. Walker, T. T. Wostcott, and R. H. Nelson.

Revs. Whitehead, Brown, and Manning were appointed a committee on memoirs. The latter was named especially to prepare a memoir on Rev. George W. Bailey. A committee on Bible cause, consisting of

Revs. R. N. Sledd, Deshazo, and Bradbury, was appointed.

Rev. Mr. Manning offered a resolution set-Rev. Mr. Manning offered a resolution set-ting forth that two of the members of the conference have completed fifty years' ser-vice, and requesting that the committee on public worship shall arrange for a semi-cen-tential sermon from each of these brethren at this session of the conference. The names of the ministers alluded to are Revs. J. A. Riddick and Joseph Lear. The resolution was adopted.

was adopted.

Rev. D. P. Wills offered a resolution author-Rev. D. P. Wills offered a resolution authorizing pastors of the circuits and stations of the conference to include the number of Methodist children in union Sunday schools in their reports to their respective quarterly and annual conferences. This caused much discussion and met with considerable opposition. It was laid on the table.

discussion and met with considerable opposi-tion. It was laid on the table.

A communication was received from the Book Agent publishing house of Nashville. It was read by the secretary, and showed pro-gress. The Christian Observer was reported as having 20,000 circulation, and the number of periodicals and papers printed was 3,500,000 copies. The report said: "The general con-ference has defined the basis of our business to be cash or its equivalent. We pay soot cash for all expenses, and can only continue to do so by looking closely after our collection. The simplest and best method of business is to send cash with the order; of business is to send cash with the order; but when this is not practicable, the book committee have authorized us to accept the promises of our preachers to pay a reasonable amount in a short time as the equivalent of cash, with the understanding that they will settle up the balances due on their accounts in full at their annual conference." The number of books, pamphlets, &c., printed was 4,154,422. Merchandise sales reported was \$216,974.29, being an increase of \$40,000 over last year's business.

reported was \$216,974.29, being an increase of \$40,000 over last year's business.

The following law questions were submitted to the bishop and answered:

1. Should the Sunday school report embrace the statistics of what is known as Union Sunday schools? Answer—no.

2. Should the Sunday school reports be made to the secretary of the conference or to the Sunday school board? Answer—to the Sunday school board.

Last night religious services were held.

Last night religious services were held.

Row-A Fatal Feud Between Brothers in Law-Change of Railway Time. Special Dispatch.

MOUNTAINS ABLAZE.

LYNCHBURG, VA., Nov. 14 .- For several days the Tobacco Row mountains, under the Blue Ridge and immediately in front of this city, have been ablaze with fire, and at night the view from every elevated point is exceedingly brilliant. The flames are rapidly extending and much damage has been and will doubtless be done to fences, fields, and forest before the fire is extinguished, especially as the winds are now very high.

A few days ago a fatal affray occurred in A few days ago a tatal array occurred in Scott county between William A. Scott and Connally Fields, brothers in law, which re-sulted in the killing of the former with a knife. Scott had denied to Fields the right to drive his team through his adjoining planto drive his, team through his adjoining plantation, but fields persisted in doing so, and the fatal fight ensued on making the attempt. Many years ago a similar dispute arose between John Randolph, of Roanoke, and Col. Robert Carrington, of Charlotte county, who were bitter personal enemies, and their large plantations adjoined. Carrington denied Randolph the right to pass through a field to reach one of his own farms, but Randolph insisted and did do so two or three times. At last Carrington do so two or three times. At last Carrington informed Randolph by note that he would shoot him if he ever made the attempt again, and Randolph replied that he would do so the next morning. Sure enough, with his overseer, Randolph made the attempt, but when he reached the gate he was confronted by Carrington with his shot-gun in hand. They were both men of great courage and obstinacy, but the great orator of Roanoke considered discretion the better part of valor, turned his wagon back, and afterards voted for his neighbor Carrington for wards voted for his neighbor Carrington for the legislature, with the qualit remark when twitted for doing so, that he was "not, voting for the d—n rascal Carrington himself, but for the democratic party."

An important change in the schedule of the

Norfolk and Western railway takes place on the eighteenth instant, by which the western bound train will arrive here at 3 o'clock in the afternoon, instead of 9 at night, and a double passanger train will be put on to run to Rockville. There is only one train now.

National Health Association.

DETROIT, Nov. 14 .- At the forenoon session of the National Health association to-day a paper was read, prepared by Dr. P. D. Webb, of Livingston, Ala., on "Changes in Typho-Malarial Fever in Sumter County, Ala., from Maiarial Fever in Similar County, Ala., from 1833 to 1883." The secretary then read short papers on malarial diseases by Dr. J.W. Penn, of Humboldt, Tenn., and Dr. Thomas F. Wood, of Wilmington, N. C.

A general discussion followed on the subject of maiarial fevers. Imperfect drainage and hot weather were considered the two most fruitful sources of these diseases.

The afternoon assisten was occupied with

The afternoon session was occupied with the subject of "Vital Statistics," the report of

the committee being read by the chairman, Dr. Elisha Harris, of the New York state board of health. Medical Director Albert Gibon, U.S. N., followed with a paper on "Vital No. followed with a paper on "Vital Statistics as Sanitary Monitors." He claimed that the mere record of births, deaths, and marriages is not sufficient for sanitary purposes, but that exact exhibits of the actual amount of prevailing preventable diseases in a community, especially those of the zymotic classes such as are n wem-braced in the reports of the bureau of medicine and surgery of the navy department, are what are really needed. He called atten-tion to the fact that Japan has already taken the initiative in collecting such data.

by Prof. C. J. Lundy, of Detroit, on "School Hygiene," closed the afternoon's session.

At the evening session papers were read on "Physical Training," by Prof. Madison Watson, of Elizabeth, N. J.; en "Physical Culture," by Prof. D. A. Sargent, of Cambridge,

Mass., and on "The Eminent Domain of Sanitary Science and the Usefulness of State Boards of Health in Guarding the Public Wei-fare." by Dr. James E. Reeves, of Wheeling, W. Va.

A FRIGHTFUL FALL.

Shocking Accident at Baltimore, Causing the Death of a Venerable Jesuit

Special Dispatch. BALTIMORE, MD., Nov. 14.-Brother Richard O'Connell, of the Society of Jesus, one of the resident brothers at Loyola college in this city, met with a frightful death to-day. For nearly fifty years Brother O'Connell had been a member of the society, and for the last twenty years attached to the order of Loyola college. In early life he had learned the trade of carpenter, and, as many of the priests and brothers do at this institution, assisted in temporary work.

A pane of glass in the second-story window had been shattered accidently, and Brother O'Connell volunteered to repair it. While sitting on the sill he lost his balance and fell to the courtvard below, a distance of about

sitting on the sill he lost his balance and fell to the courtyard below, a distance of about fifty feet. The whizzing of the body as it plunged through the open space, and the crash on the courtyard as the skull and bones of the victim came in contact with the pavement, was the first intimation of the shocking tragedy; and conveyed to the priests the first information of the shocking dea h of the a crable brother. Father Clarke was one of the first to reach the scene. He administered the last sacraments of the church to the dying man, and just as he had pronounced the absolution just as he had pronounced the absolution death ensued. Deceased was nearly 90 years ot age.

RAILWAY EARNINGS.

Annual Meeting of the East Tennessee, Virginia, and Georgia Railroad Com-

KNOXVILLE, TENN., Nov. 14. -The stock holders of the East Tennessee, Virginia, and Georgia Railroad company met in annual session to-day. Only routine business was transacted. The annual reports show the transacted. The annual reports show the revenues of the year from all sources to be \$3,776,754, and the operating expenses \$2,383,602, a net revenue of \$1,393,052. The number of miles of road operated is 1,086. A new board of directors was elected, as follows: E. W. Cole, C. S. Bryce, Sam Thomas, George I. Seney, E. J. Sanford, H. C. Fahnestock, John T. Martin, E. H. R. Lyman, Henry Fink, George Scott, C. M. McGhee, J. M. Johnston, Samuel Shethar, R. H. Richards, and George F. Baker. There were represented at the meeting to-day 227. were represented at the meeting to-day 227,-209 shares of stock. The directors will elect officers to-morrow. The company to-day bought 100 acres of ground in the suburbs of Knoxville, on which railway shops for the entire system of the East Tenuessee, Virginia, and Georgia railway will be erected. The shops now in the center of the city will be removed to the new location.

The Disastrous Storm on Chesapeake Bay-Great Loss of Life and Property.

Special Disputch. BALTIMORE, Nov. 14 .- Particulars received here to-night at a late hour indicate that the storm on the Chesapeake on Monday was the storm on the Chesapeake on Monday was the most severe ever experienced on the bay, and the wrecks and loss of life are without parallel. It is believed that not less than twenty-five persons have been drowned, and a dozen or more vessels wrecked. The storm is described as simply terrific. Staunch boats were hurled hither and thither like mere cockleshells; steamers built especially for trade on the bay were compelled to seek ports of safety. Thus far fourteen persons are known to have been drowned. In one instance, as also telegraphed, nine persons were stance, as also telegraphed, nine persons were drowned, and this evening it is learned that the captain and crew of an unknown schooner was also lost in the gale on the shore of the bay. Some forty vessels are reported aground, and it is probable the loss of life other than

referred to has been very severe. Boston Mayoralty Nomination. BOSTON, Nov. 14. - The democratic city commiftee to-night nominated Hugh O'Brien for the mayoralty.

Racing at Home and Abroad.

NEW YORK, Nov. 14 .- First race at Brighton Beach to-day, purse \$250, for non-winners, one mile. Goldring won, Riddle second, Skylark third. Time, 1:481. Pools paid \$20.25. Second race, purse \$250, selling allowances, one and a quarter miles. Joe Mitchell won, Hartford second, Clarence third. Time, 2:15.

Pools paid \$18.35. Pools paid \$18.30.

Third race, purse \$250, for all ages, one and one-eighth miles. Barney Aaron won, Little Fred second, Gath third. Time, 2:7. Fourth race, purse \$250, welter weight hurdle race, one mile. Rochester won, Bride Cake second, Buster third. Time, 1:54. French

LONDON, Nov. 14.-The Shrewsbury cup (handicap) was won by Donald, Carrie Roy second, Vista third. There were eight

Notice to Mariners. The United States coast and geodetic sur-

vey has issued the following notice to mariners with regard to dangerous rocks recently reported on the coast of Maine, near Muscongus and Bath bays:

Lieutenant Commander A. S. Snow, U. S. N., commanding the steamer Gedney, has made an examination of the locality be-tween Old Man and Old Woman ledges, near which a dangerous breaker was reported, with the following result: A ledge of small extent, having a depth of twelve feet over it, was found about one-third of the dis-tance from Old Man to Old Woman ledges, and nearly on the line joining them.

Two lodges was searched for and located by Lieut. J. E. Pillsbury, U. S. N., situated off the Damiscove islands. The first, locally known as "Southeast Breaker" has fathoms , is of small extent, and a danger only in bad weather, when the sea breaks upon it very heavily. Another ledge, called "Pass Shoal," of the same character, having a depth of six and three-quarter fathoms over it, was found to the southward and eastward of Bantam Rock. Lieut. Snow reports, in a letter dated Nov. 6, that on the previous day, in passing through Vineyard sound, he discovered a sunken schooner, with topmast out of water, located on the following bearings : Nobska lighthouse northeast, three-fourt lighthouse northwest. fourths east, Tarpaulin Cove

TELEGRAPHIC ITEMS.

-The schooner Charles Upton, from Elsworth, Mo., has sunk off Oldfield. The crew is supposed to have been lost. -Hanlan, the earsman, left Toronto yesterday for Australia, via San Francisco. George W. Les joins nim at tile latter print.

-The grand jury at New York yesterday in-dicted the counterfeiters, Brockway, Martin, and Foster, for forgery in the first degree.

-At the meeting of the Western Nail association in Pittsburg a general suspension of natl machines beginning Dec. 22 and ending Feb. 4, was ordered -The annual statement of the Manhatian Ele-vated railway shows gross earnings, \$6.386,566; parting expenses, \$3,756,825; not carnings, \$1,305,263.

The Novelty Rubber Company, of New Bruns-wick, N. J., has suspended with liabilities placed at \$36,000. Four bundred employes are thrown

the initiative in collecting such data.

Papers by Prof. A. R. Leeds, of Stevens institute of Hoboken, on "Food Adulteration;" by Dr. R. B. L. Hargis, of Pensacola, Fla., on "The Yellow Fever Epidemic of 1882," and

MONEY FOR EDUCATION.

Apportionment of the Proceeds of the Sale of a Railway Among Virginia Schools.

RICHMOND, VA., Nov. 14 .- The state board

of education to-day made the following ap-

Special Dispute

portionment of the money realized from the sale of the Atlantic, Mississippi and Ohio railway, and ordered it to be applied to pay arrearages due public schools by an act en titled an act to return to the public schools a portion of the money diverted therefrom, and titled an act to return to the public schools a portion of the money diverted therefrom, and the accumulation from amount paid in by the auditor under provisions of law, to pay the money set apart by the constitution, &c.: Accomac county, \$2,262,52; Albermarie, \$3,268,20; Alexandria city, \$1,191.32; Alleghany, \$478.40; Alexandria county, \$124.45; Euclid, \$1,082.34; Amherat, \$1,786.20; Appomattos, \$1,006.46; Augusta, \$2,709.98; Staunton, \$428.22; Bath, \$413.16; Bedford, \$2,969.20; Bland, \$402.70; Botetourt, \$1,327.04; Brunswick, \$1,663.22; Buchanan, \$581.36; Buckingham, \$1,673.36; Campbell, \$1,901.38; Caroline, \$1,684.80; Carroll, \$1,326.26; Charles City, \$540.28; Charlotte, \$1,774.76; Chesterfield, \$1,691.04; Manchester, \$488.80; Clarke, \$725.14; Craig, \$360.26; Culpeper, \$1,305.20; Cumberland, \$1,110.98; Dickson, \$390; Dinwiddie, \$1,373.58; Elizabeth City, \$861,90; Essex, \$1,125.28; Fairfax, \$1,471.60; Fauquier, \$2,213.64; Floyd, \$1,336.92; Flubanna, \$1,050.24; Franklin, \$2,432.56; Frederick, \$1,20.484; Winchester, \$447.20; Giles, \$892.90; Gloucester, \$1,151.54; Goochland, \$952.12; Grayson, \$1,449.24; Greene, \$575.90; Greensville, \$872.04; Halifax, \$3,407.48; Hanover, \$1,820.26; Henrico, 1,531.66; Henry, \$1,673.36; Highland, \$483.80; Isia of Wight, \$933.42; ville, \$572.04; Halifax, \$3,407.48; Hanover, \$1,820.26; Henrico, 1,531.66; Henry, \$1,673.36; Highland, \$483.60; Isle of Wight, \$934.82; James City, including city of Williamsburg, \$445.38; King and Queen, \$975.78; King George, \$629.20; King William, \$996.48; Lancaster, \$603.72; Lee, \$1,768.00; Loudoun, \$2,256.54; Louisa, \$1,846.00; Lunenburg, \$1,183.00; Lynchburg, \$1,275.82; Madison, \$982.02; Mathews, \$654.16; Mecklenburg, \$2,609.10; Middlesex, \$619.84; Montgomery, \$1,763.58; Nansemond, \$1,387.36; Nelson, \$1,611.74; New Kent, \$527.02; Norfolk city, \$1,740.70; Norfolk county, \$2,011; Northampton, \$868.14; Northumberland, \$820.30; Nottoway, \$1,107.60; Orange, \$1,294.28; Page, \$913.12; Patrick, \$1,250.08; Petersburg, \$1,872.78; Pittsylvania, \$4,316.26; Danville, \$552.76; Portsmouth, \$834.60; Powhatan, \$746.46; Prince Edward, \$1,457.56; Danville, \$552.76; Portsmouth, \$834.60; Powhatan, \$746.46; Prince Edward, \$1,457.56; Prince George, \$807.04; Prince William, \$598.82; Princess Anne, \$839.02; Pulaski, \$844.22; Rappahanucek, \$987.74; Richmond city, \$5,599.36; Richmond county, \$739.18; Roanoke, \$1,343.42; Rockbridge, \$1,902.42; Rockingham, \$2,898.48; Russell, \$1,452.88; Scott, \$1,824.94; Shemandoah, \$1,691.30; Smyth, \$1,196; Southampton, \$1,692.08; Spottsylvania, \$989.04; Fredericksburg, \$346.84; Stafford, \$774.54; Surry, \$590.46; Sussex, \$895.50; Tazewell, \$1,302.86; Warren, \$684.84; Warwick, \$207.48; Washington, \$684.84; Warwick, \$207.48; Washington, \$2,368.60; Westmoreland, \$838; Wise, \$600.60; Wythe, \$1,387.10; York, \$737.62, The amounts aggregate \$144.732.90.

Crimes and Casualties.

RICHFORD, Vr., Nov. 14.—Edward Ellis, under arrest for wrecking a train on the Missisquoi railway last week, has made a full

CHATHAM, ONT., Nov. 14 .- A man, named

CHATHAM, ONT., Nov. 14.—A man, named Tetrault, and his wife and two children were drowned while crossing Mitchell's bay during the storm last Sunday.

St. Lours, Nov. 14.—In a quarrel at Arnold's station yesterday George Noll fatally shot Joseph H. Arnold and dangerously wounded M. S. Arnold. Noll was arrested. CHABLOTTE, N. C., Nov. 14.—A difficulty about a game of cards which originated night before last between Charles Warren and Murdock Malloy, both colored, ended in Malloy's stabbing Warren with a butcher knife. Warren lived only a short time. The murderer escaped.

murderer escaped. MILWAUKEE, Nov. 14.-Pentz fand McCul-MILWAUKEE, NOV. 14. lough, who were arrested for shooting car driver Grothe in the face and back when they driver for the steal his cash box, confessed the attempted to steal his cash box, confessed the deed to-day. The accused are boys addicted to dime novel reading. The police have evidence of their work as highwaymen in other cases. Grothe is still alive.

TERRE HAUTE, Nov. 14.—The engine of a

north bound freight train to-day struck a tree, which had blown across the track, near Colfax, and was thrown from the rails. Albert

Kleckner, the engineer, was killed.
VICKSBURG, Nov. 14.—F. H. Stark, advance
agent of the John F. Ward Comedy company. shot and killed R. D. Allan, manager of the same company, in a theater to-night.

CLEVELAND, OHIO, Nov. 14.—A special says that George Shaw, living eight miles from Caual Dover, has killed his wife and six children. No particulars have been re-

New Jersey Sunday School Convention TRENTON, N. J., Nov. 14.-The twentysixth annual convention of the New Jersey Sunday school association was begun here today. Every county in the state, except Cape May, was represented, and there were about 100 delegates present. Rev. C. H. Poole of Raritan, the president, delivered the opening address. The usual com-mittee were appointed and a tele-gram of greeting was forwarded to the Kansas Sunday School association. The corresponding secretary's report shows the association to be in a flourishing condition. Addresses were delivered by Rev. Dr. John Hale at the afternoon session, and Rev. James Freeman, of Morristown, in the evening, Rev. Talbot M. Chambers, of New York city, also spoke. The convention will cont to-morrow, when officers will be elected.

A New Signal Buoy.

Notice is given by the light-house board that on or about Nov. 20, 1883, a whistling signal buoy will be moored in 154 fathoms of water off Eastern Point, Gloucester harbor.

Magnetic beddings and distances of prominent objects are as follows: Eastern Point light house north by east, distant one-half nautical mile. Thatcher's island outer lighthouse, northeast by east, distant five and one-half nautical utiles. From this buoy a course, north by west one-half, will carry into the harbor about midday between Dog Bar and Rock Shoal. This bnoy is sur-mounted by a whistle sounded by the motion of the sea, and giving from twenty to thirty blasts per minute

Remarkable Ruins in Tunis.

Some remarkable ruins have been discovered in Tunis by Lieut. Massenet, who has been dispatched on an archeological mission in the neighborhood of Bogram and El Kantara, in the gulf of Gabes. The exact spot of the discovery is near Fabella and El Kantara, to the south of the island of Djerba, and it is believed from the importance and extent of the ruins that they form what was once the capital of the island. many years before the Christian era. The sight is said to be most impressive. The remains of a great temple—from its form presumably dedicated seashure. They are of marble, and of singular architectural richness, composed in parts of hugo blocks measuring more than fifty square yards at their base, Immense columns of red and green marble form the eastern entrance, and here is a square inclosure surrounded with white marble friezes, supported by twisted columns.

A DIRECTORY of "American heirosses" has been published in London, giving the name, age, and address of every young unmarried lady in this country to whom a fortune has descended, or is about to descend, for the special benefit of impecunious British pters and broken-down Irish

The Weather To-Day.

Fair weather, north to west winds, slight rise, folowed by falling barometer, nearly stationary temper

Yesterday's thermometer: 7 a. m., 44.00: 11 a 43.1°, 3 p. m., 40.2°; 7 p. m., 83.6°, 11 p. m., 29.8°; maximum, 50.1°; minimum, 29.3°.

THE PROTEUS MATTER.

Why Garlington Did Not Establish a Provision Depot at Littleton Island.

He Intended to Make It, If at All, When He Was Coming Back.

Gen. Hazen Tells How the Expedition Was Planned and Why Certain Orders Were Given,

The Curious Nature of "Inclosure 4"-Who and How it Was Written.

The examination of Lieut, Garlington before the Protous court of inquiry was resumed yesterday morning. In reply to inquiries by Judge Advocate Goodfellow he said the crew of the Proteus were not shipped from the best class of Newfoundland sealers. The vessel was secured so late that all scalers had made their arrangements for the cod fishing, and these men were picked up about St. John's. He also said that Capt. Pike stated to him after the wreck that the crew was not the kind that he would select for Arctic service. The character of the men however did not interfere with the results of the expedition. Had they been more efficient a larger amount of stores could have been gotten out on the ice, but they could not have been saved.

In respect to the agreement between Capt. Wildes and himself, Lieut. Garlington said he was not present when the agreement was reduced to writing. He had, however, talked the matters over at great length with Capt. Wades on the way from New York to St. John's. The written agreement was a correct embodiment of the understanding thus ar-rived at. It was the only arrangement that Lieut. Garlington thought could be carried

out.

By the court. Mr. Garlington, by your instructions you considered it your dusy not to stop on your way up, but go as far as you could and make a depot of supplies it you didn't get up to Lieut. Greely's: to make the depot of supplies as you came buck, not as you went up.

A. That is what I understood in my instructions.

Q. Then you say that you went south in your boats, hoping to meet the Yantic and come back, in order to make a depot there and leave yourself and some of your men to spend the winter?

A. Yes, sit.

A. Yes, sir.
Q. How near did you expect to meet the Yantie?
A. I always had in view the chance of her getting through Melville bey, and if she had got through Melville bay ice and entered the North Water she would have had no difficulty in getting to Littleton island.

Lieut, Garlington said he expected the Yantic to furnish provisions upon hearing the circumstances of the loss of the Proteus

and her supplies, and to carry them, with himself and men, back to Littleton island.

Questioned about his understanding of Lieut. Greely's letter of Aug. 2, 1881, as to whether depots should be established on the way north or on the return, he said that the Neptune, going under the same instructions, established her depot at Cape Sabine only after her commander had determined it was impossible to go further north. The idea was impossible to go further north. The idea was that the expedition of 1862 was to establish depot A as far north as possible, the letter of Lieut Greely saying that no southing should be permitted. But that depot had been established really about the point that Lieut Greely recommended for the depot of the expedition of 1883. The depots that the expedition of 1883 had to establish were to be, one as far north as possible, the extreme point reached by the expedition, and the other at some point on the const. In addition to these, Lieut. Garlington said he had made preparations at Disco to establish two other depots along the coast of Grinnell Land. impossible to go further north. The idea was other depots along the coast of Grinnell Land.
He intended on his way up to make a depot at Cape Prescott or Franklin Pierce bay.
Those points being where a party returning from the north would be most likely to meet with the greatest obstacles and delays. He did not intend making a depot at Littleton island. His orders required him to go into winter quarters at Life Boat cove, which was

near Littleton island. near Littleton island.
In reply to his counsel, Lieut. Garlington said he understood his instructions as requiring him only to deposit his party and stores at or near Life Boat cove when it became apparently clear that the vessel could not be pushed through to Discovery harbor. Nothing had ever occurred at the signal office before his departure which contemplated or suggested, so far as be knew, leaving any

ores at Littleton island upon his way north. To land his stores at Littleton island on his way north would have consumed sixty or seventy hours. The weather was good. During such a delay, however, the entire conditions might change. The movements of the ice pack could not be foreseen. The delay might have been disastrous, and it was considered best to push northward while the conditions were favorable. The instructions were to take advantage of every favorable lead. Witness considered that branch of his

instructions paramount.

The examination of Lieut. Garlington being concluded, the recorder laid before the court a puckage of papers from the chief sig-nal officer, which proved to be those relating to the organization of the Greely relief expedition, and the letter of the chief signal officer requesting the detail of a naval vessel

Gen. W. B. Hazen, chief signal officer, was called to the witness chair at 2 o'clock, the oath was administered, and he was asked by the recorder to state, in narrative form, the circumstances and conditions under which the Greely expedition and the relief expeditions were fitted out and dispatched.

He said the expedition to Lady Franklin bay was conceived, and the law for it was passed before he became chief signal officer. Mr. Greely, one of the officers of the signal office, manifested a deep interest in every-thing which related to this matter, and brought the subject to his (Hazen's) tion in such a way as to cause him to en-deavor to further it. Mr. Greely described the plans of the expedition of the previous year, and submitted his own plans at the same time, which were different only in respect to taking enlisted men instead of civilians, Greely preferring the former. The plans were elaborated with great care, Mr. Greely himself taking chief charge. Congress subse-quently made an appropriation of \$30,000. Greely having obtained the approval of the secretary of war, was selected to take com-

mand.
Mr. Greely attended to the hiring of the ship, and the men to accompany him were detailed from the northwest. The expedition sailed from St. John's during the first week in July, 1881. The ship got through to Lady Franklin bay and returned in a short time, having made a remarkable trip. The round trip consumed 61 days. Lieut Gresly sent back by his ship a great number of requests and papers, among others the detailed plass for the operations of the next ship or ships which should be sent to supply his wants to his relief.

The next year, 1882, an expedition was fitted out and fully provisioned in exact ac-cordance with Lieut, Greely's recommenda-tion, but did not get within 150 miles of its

destination.

This vessels remained from four to six weeks in those waters, during which time every effort seems to have been made to get through to Lady Franklin bay, but the ice

up to the time the steamer left remained solid, and after making the depots that were required at the points reached the ship returned to St. John's.

Early in the winter of 1882-'83 preparations were made for sending a second ship. At officer was asked to be detailed, and Mr. Gardiner was asked to be detailed, and Mr. Gardiner was asked to be detailed.

lington, of the 7th cavairy, was ordered to report to take charge of the ship. He reported in February and gave his